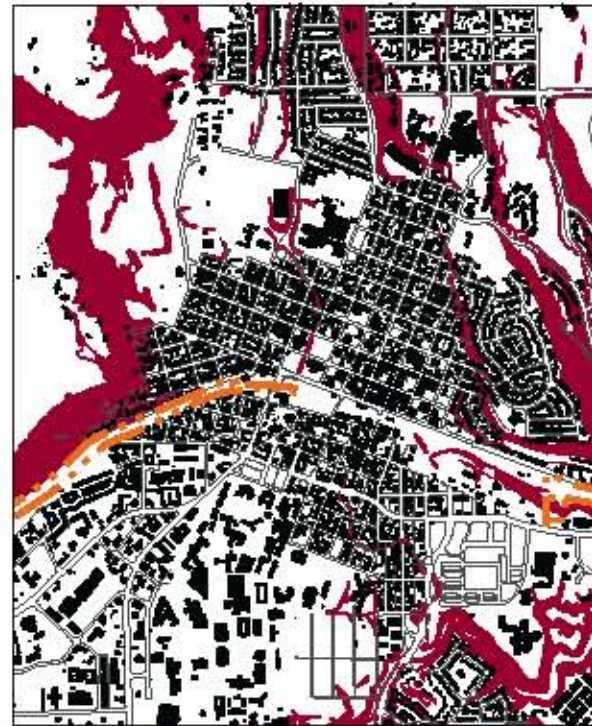


LAND DEVELOPMENT CODE REWRITE

Flagstaff, Arizona



City of Flagstaff, Arizona

• Citywide Analysis •
July 27th, 2009



Transportation Infrastructure

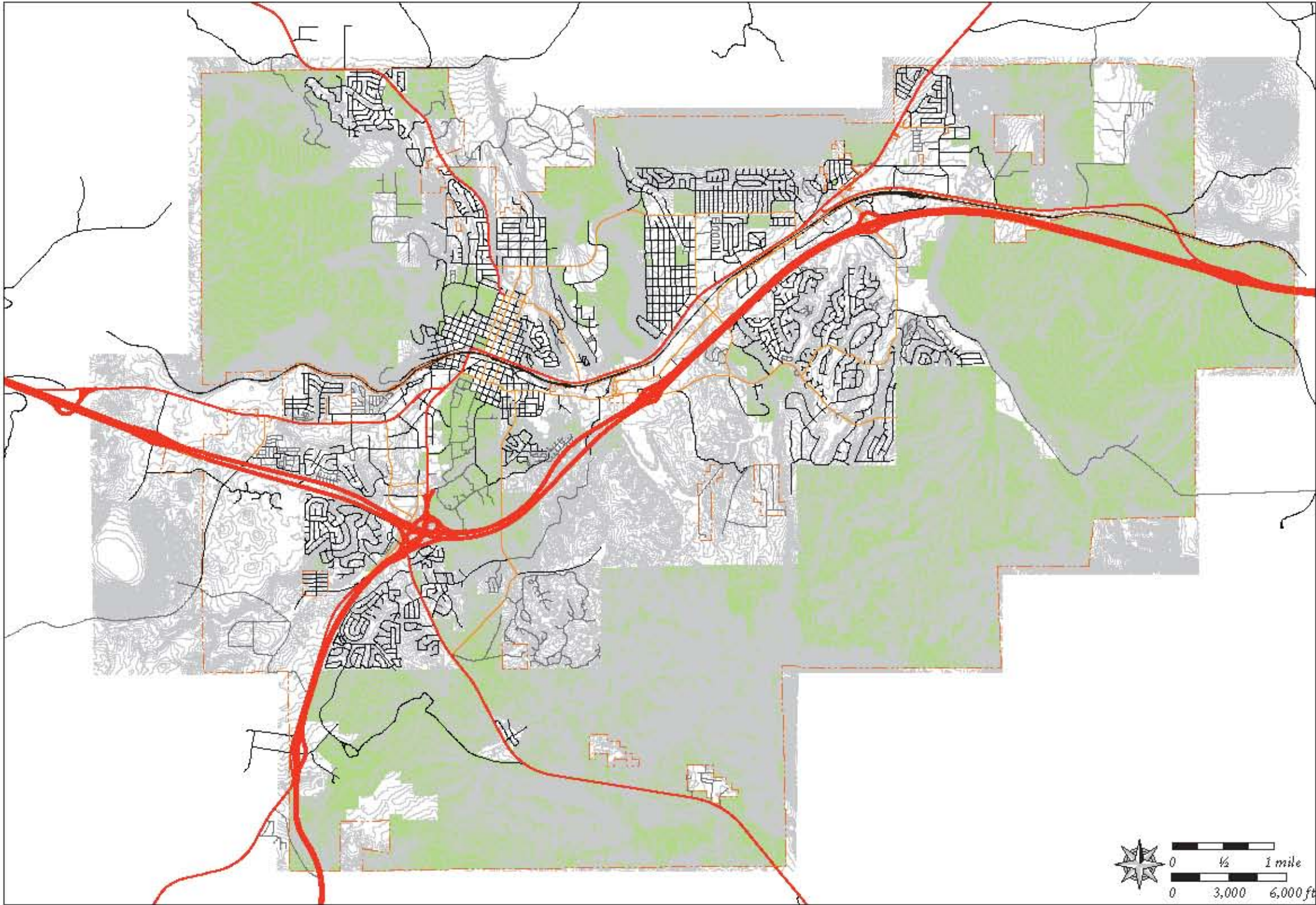


Diagram 1: Transportation Infrastructure

Findings:

The older neighborhoods of Flagstaff surrounding Downtown and Sunnyside have an interconnected street grid.

Later developments varied in the level of interconnectivity, ranging from interconnection through large blocks (Hospital Hill and Upper Greenlaw Estates) to loop roads and cul-de-sacs (Country Club Estates and Lynwood).

Interstate Highway 40 is the major east-west connector, replacing the historic Route 66.

Interstate Highway 17 connects Flagstaff to the Greater Phoenix area.

Highway 180 connects Flagstaff to the Grand Canyon.

The Santa Fe Railroad provides freight and passenger rail service to Flagstaff.

Interstate Highway 40, Route 66 and the Santa Fe Railroad provide a major barrier to north-south connections.

Route 66, Butler Avenue and the Forrest/Cedar Ave. corridor carry most of the east-west traffic within the City.

In Downtown and the surrounding neighborhoods, Humphreys, Beaver, and San Francisco streets carry much of the north-south traffic.

Milton Road connects the end of Interstate Highway 17 with Route 66.

Key

- Flagstaff City Limits
- Limited Access Highway
- Highway
- Arterials, and Collectors
- Local Road
- Private or Dirt Road
- Open Space, Parks and Civic
- Topography

Bicycle and Flagstaff Urban Trail Systems

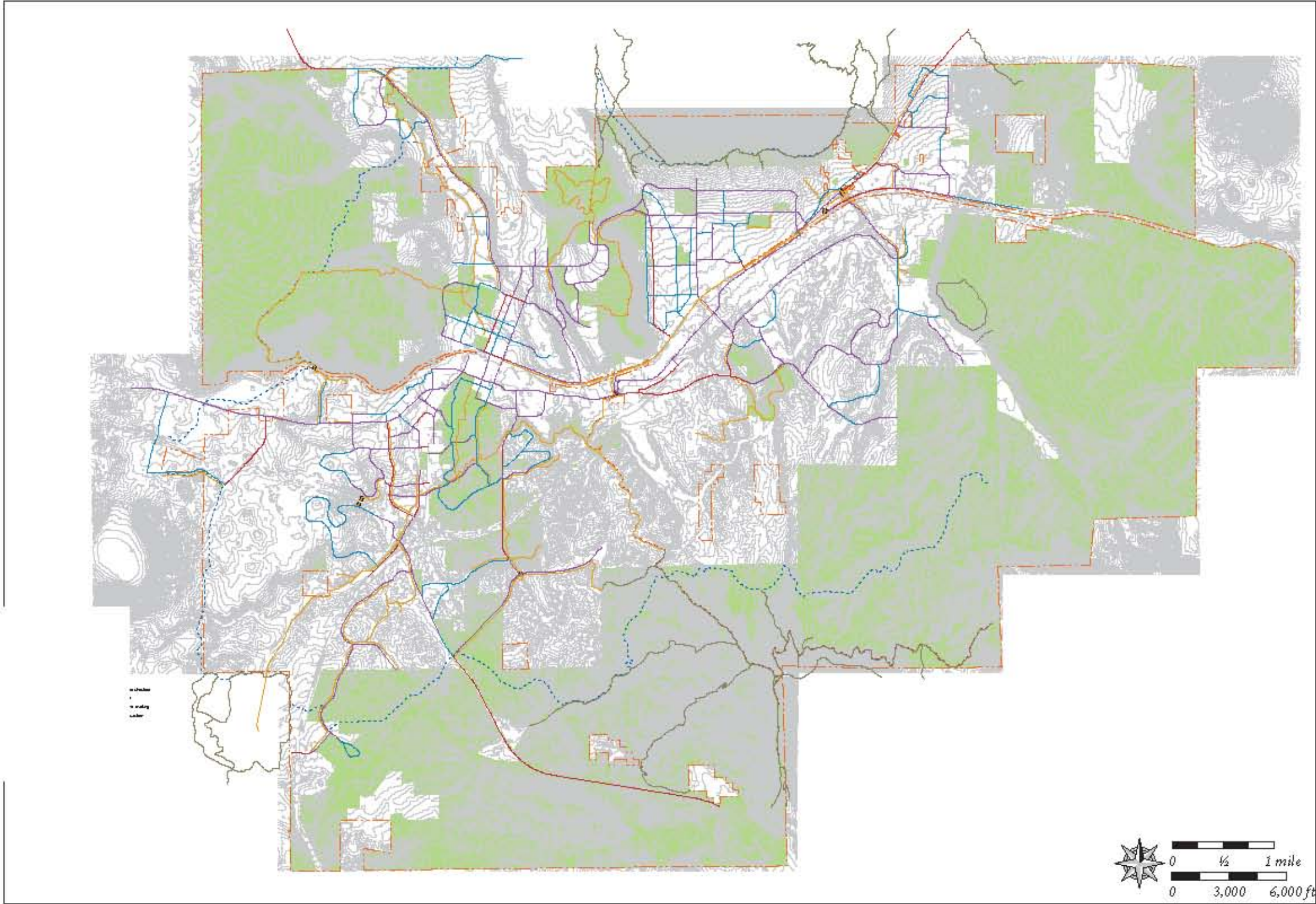


Diagram 2: Bicycle and Flagstaff Urban Trail Systems

Findings:

The Bicycle and Flagstaff Urban Trail Systems form a comprehensive network of recreational and commuting alternatives for the residents of Flagstaff.

The network of trails connects Flagstaff's parks, institutions and open space.

Key

Flagstaff City Limits	Bike Lane or Shoulder
Paved FUTS	Bike Route
Unpaved FUTS	Shared Lane Marking
Singletrack Trail	Ride with Caution
Arizona Trail	Open Space, Parks and Civic
Planned route of Loop Trail	Constrained Land
FUTS bridge/tunnel	Topography

Figure / Ground

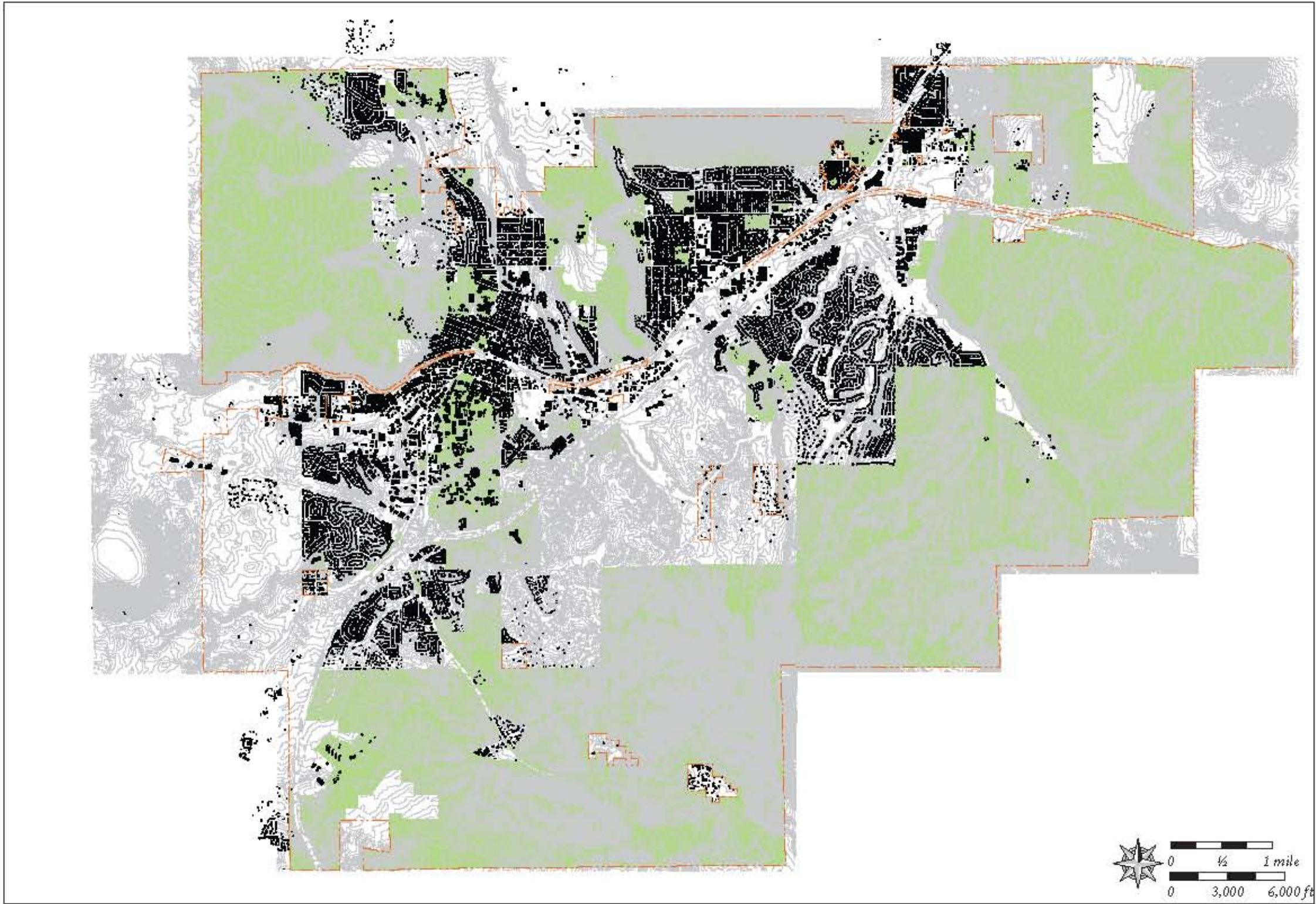


Diagram 3: Figure / Ground

Findings:

The pattern and scale of development is visible in this diagram, which shows the footprints of buildings in black.

This diagram illustrates how much more developed the northern half of Flagstaff is compared to the southern half.

Parks, Institutions and Open Space are shown in green with associated buildings in black.

Key

- Flagstaff City Limits
- Open Space, Parks and Civic
- Building Footprints
- Topography

Topography

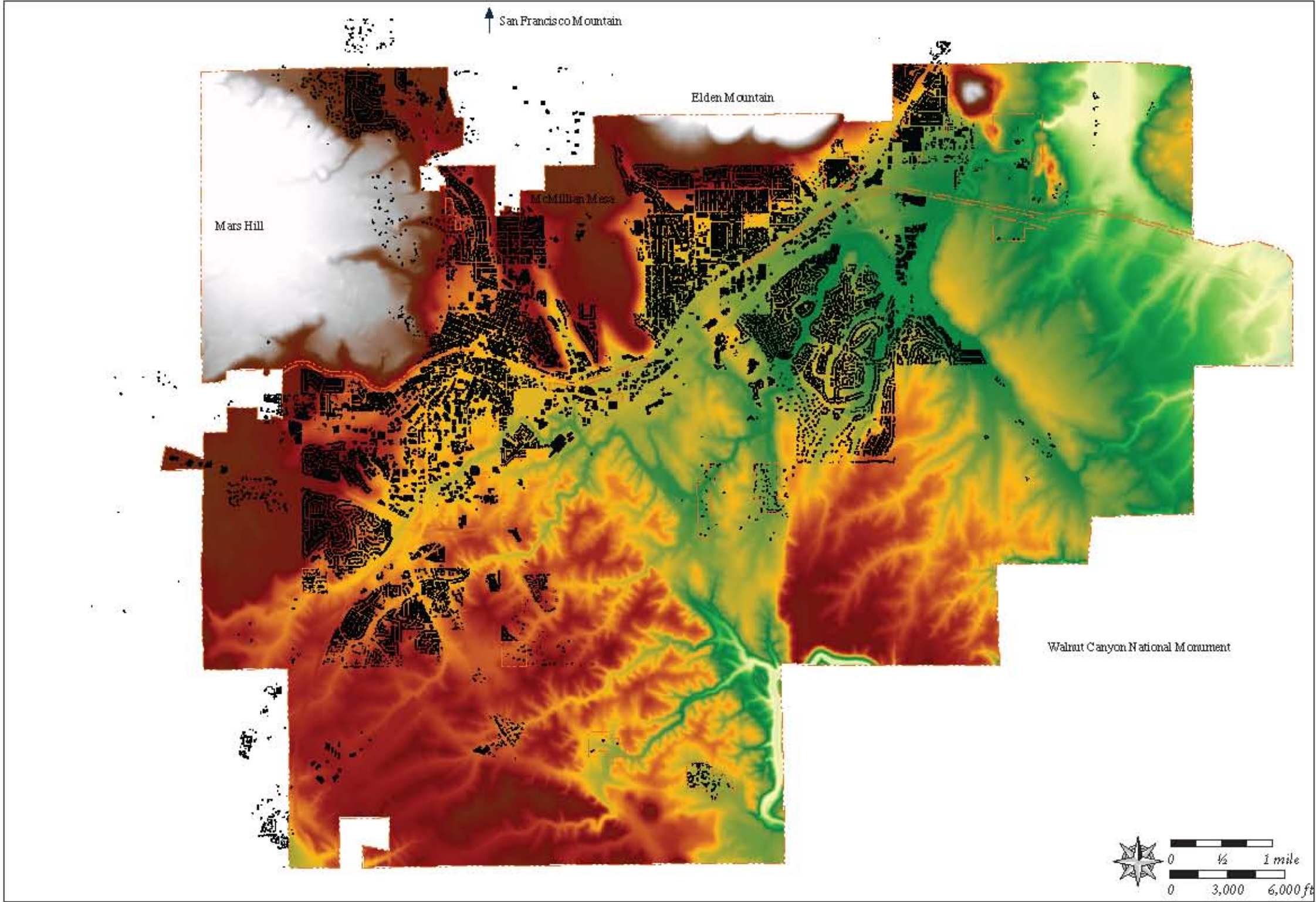


Diagram 4: Topography

Findings:

The northern skyline of Flagstaff is defined by Mars Hill, McMillan Mesa, San Francisco Mountain, and Elden Mountain.

To the southeast of Flagstaff is Walnut Canyon National Monument.

The land that was easiest to develop, north of Route 66, the Santa Fe Railroad, and Interstate Highway 40, has nearly been built out. The majority of the rest of the land is harder to develop as steep ravines and valleys define the topography.

Key

- Flagstaff City Limits
- Building Footprints

Steep Slopes

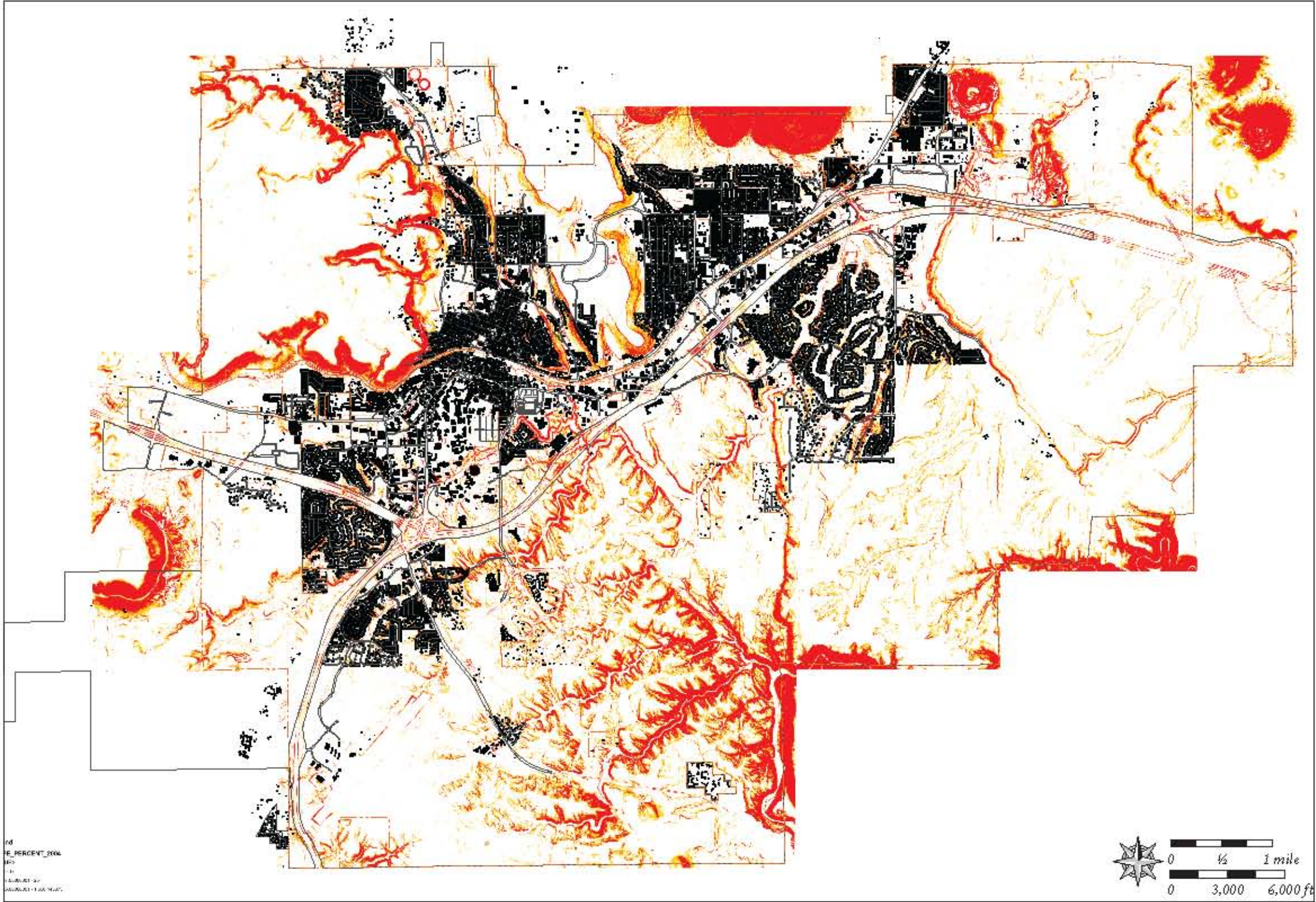


Diagram 5: Steep Slopes

Findings:

Flagstaff has a series of steep sloped areas around the many hills and ravines. These steeply sloped areas help define the character of Flagstaff while constraining development.

The slopes are shown here in two categories: 17%-25% slope and >25% slope.

Key

- Flagstaff City Limits
- Building Footprints
- 17-25% slope
- >25% slope

Developed and Constrained Land

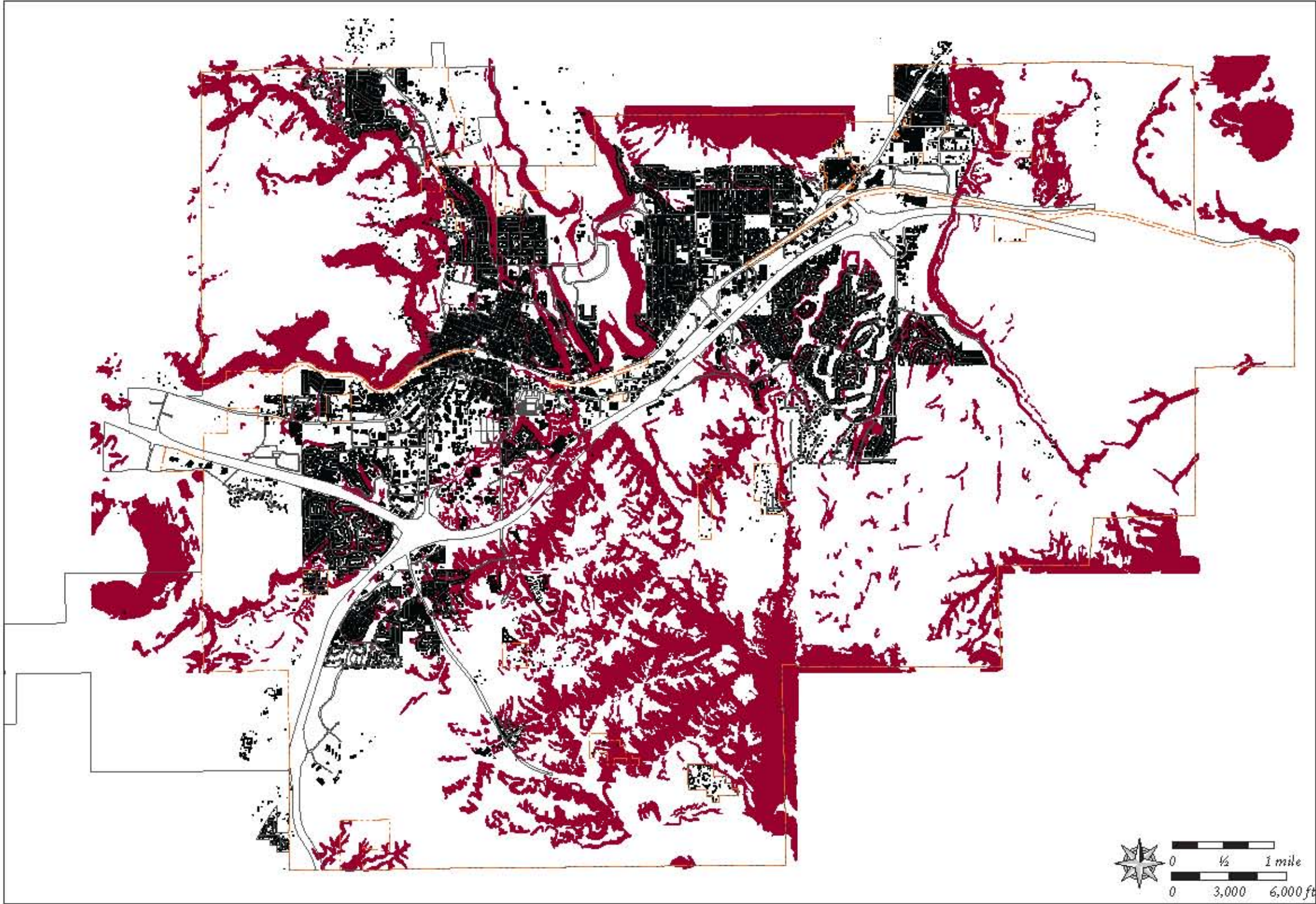


Diagram 6: Developed and Constrained Land

Findings:

Looking to the future of Flagstaff, this diagram shows land that has been developed and land that constrains development.

Large areas shown in white are areas where future development is possible. This diagram does not take into account other potential constraints on development such as proximity to the airport, County Land-owned lands, limited capacity of existing utilities or lack of existing utilities, and other access restrictions.

Key

- Flagstaff City Limits
- Developed Land
- Constrained Land

Existing Walkable Mixed-Use Commercial Centers

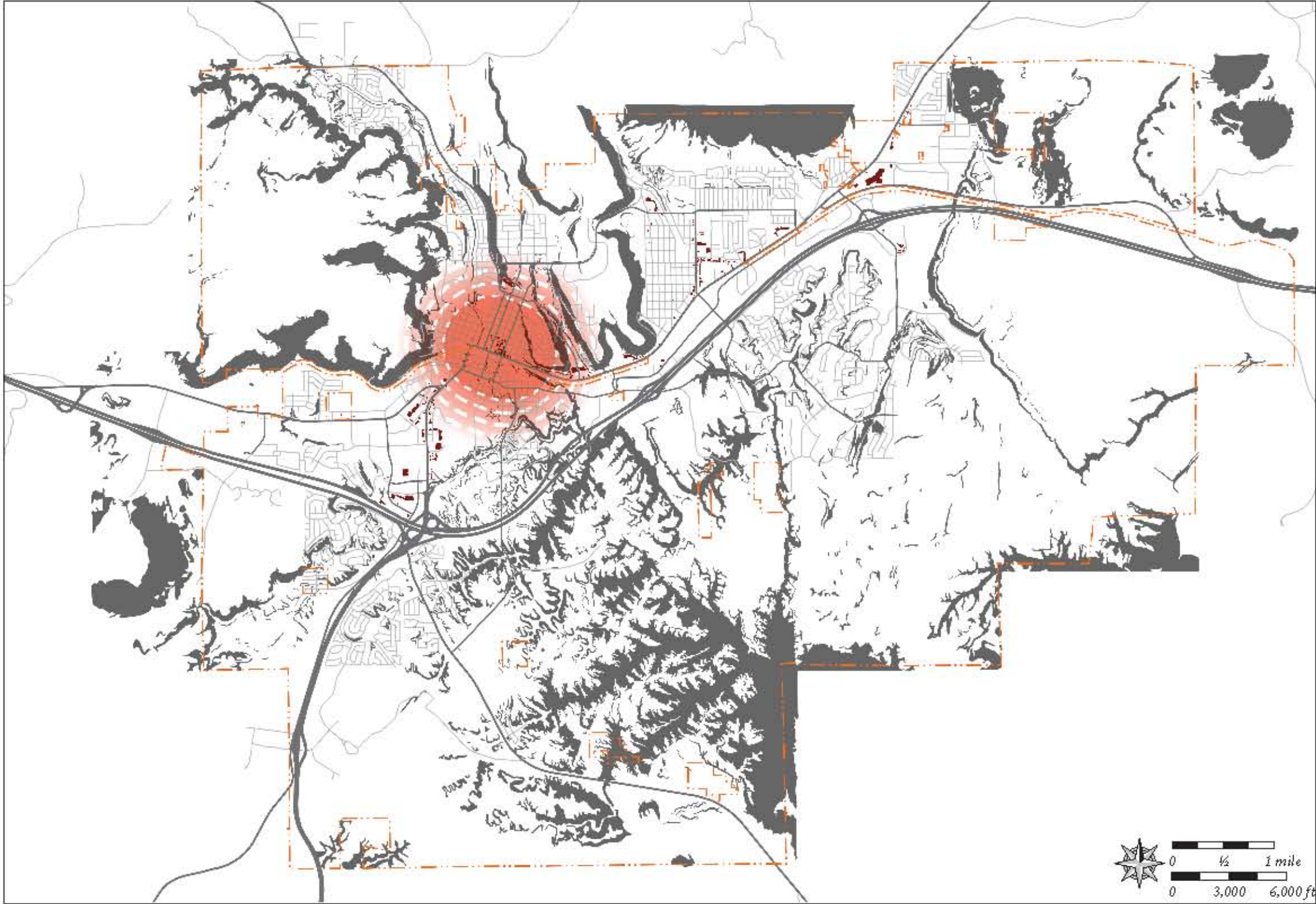


Diagram 7: Existing Walkable Mixed-Use Commercial Centers

Findings:

The downtown core is the only mixed-use, pedestrian-oriented center within the community.

The historic gridiron pattern allowed homes to be within a 10-minute walk of the downtown main street, which provided places to eat, live, work, and shop, as well as public services.

Post-World War II, the growth patterns became more auto-oriented in their location, design, and planning, especially retail developments.

The post-World War II system of arterial and collector streets placed an emphasis on reducing the interconnected system of streets and blocks. With this shift in planning came an increase in the market areas and distance between neighborhood commercial centers. Walking or bicycling to these centers became less easy or comfortable, resulting in more automobile dependence. The mixed-use main street transformed to a single-use strip mall format with a grocery store and supporting strip mall uses. Professional office uses occurred and were regulated to separately, erasing the symbiotic relationship between these uses on main streets. Public uses other than schools were few and far between in these later growth patterns. All of these factors minimized the potential for walkability or bikability.

Key

- Flagstaff City Limits
- Constrained Land
- Retail Development
- Walkable Retail (Inner circle 1/2 mile)

School Districts and Walkability

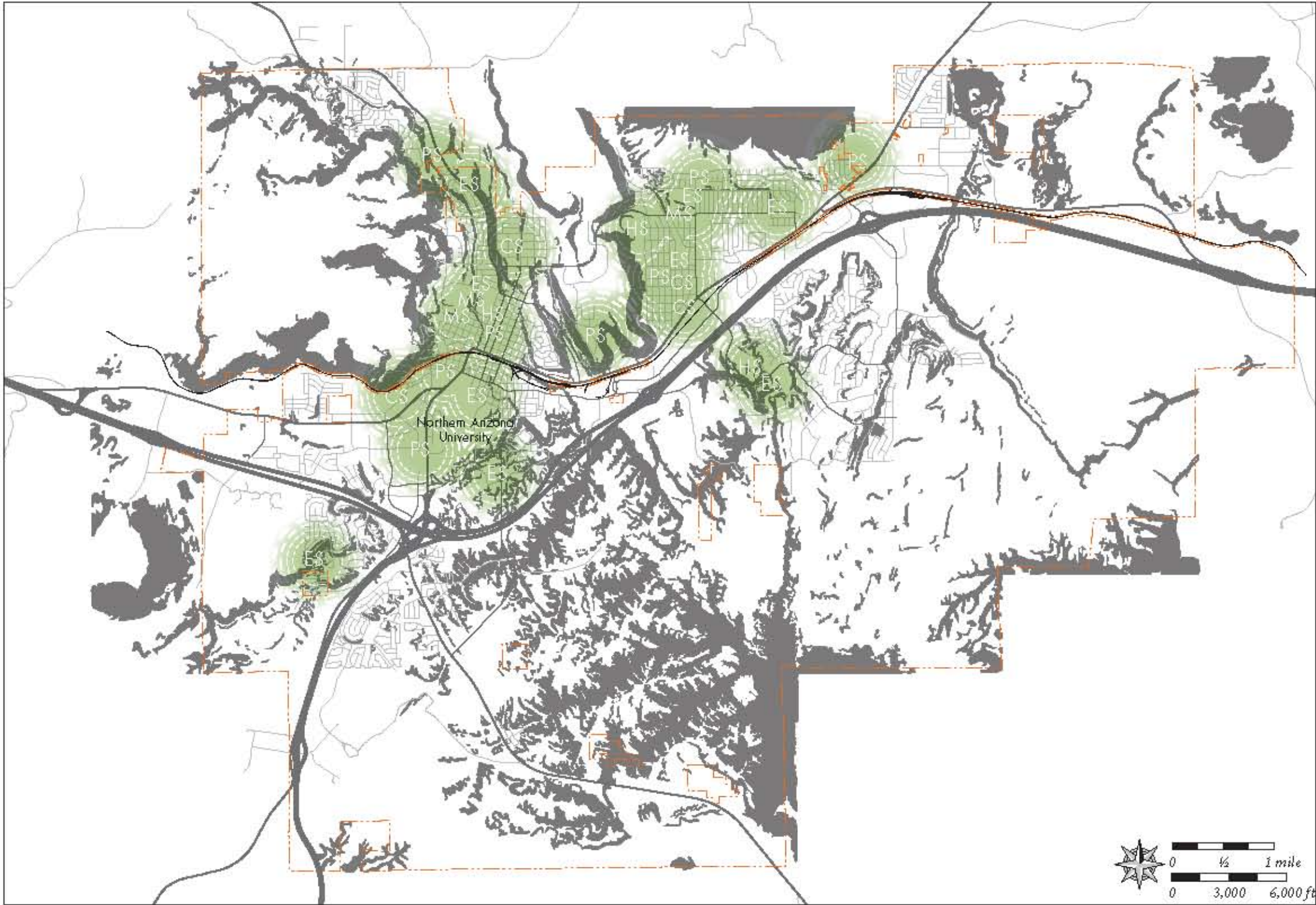


Diagram 8: School Districts and Walkability

Findings:

Flagstaff has a comprehensive network of public, charter and private schools across its more developed northern half.

In the northern half of the city, elementary schools are located within a 5- or 10-minute walk from most homes. Middle schools and high schools are located in the neighborhoods of Flagstaff Townsite and Sunnyside.

The southern half of the city has two isolated elementary schools and a high school.

Northern Arizona University is located geographically in the center of the city, and at the southern edge of the more heavily developed northern half of the city.

Key

- Flagstaff City Limits
- Constrained Land
- Walkable Schools
(Inner circle 1/4 mile,
Outer circle 1/2 mile)

Transit Corridors

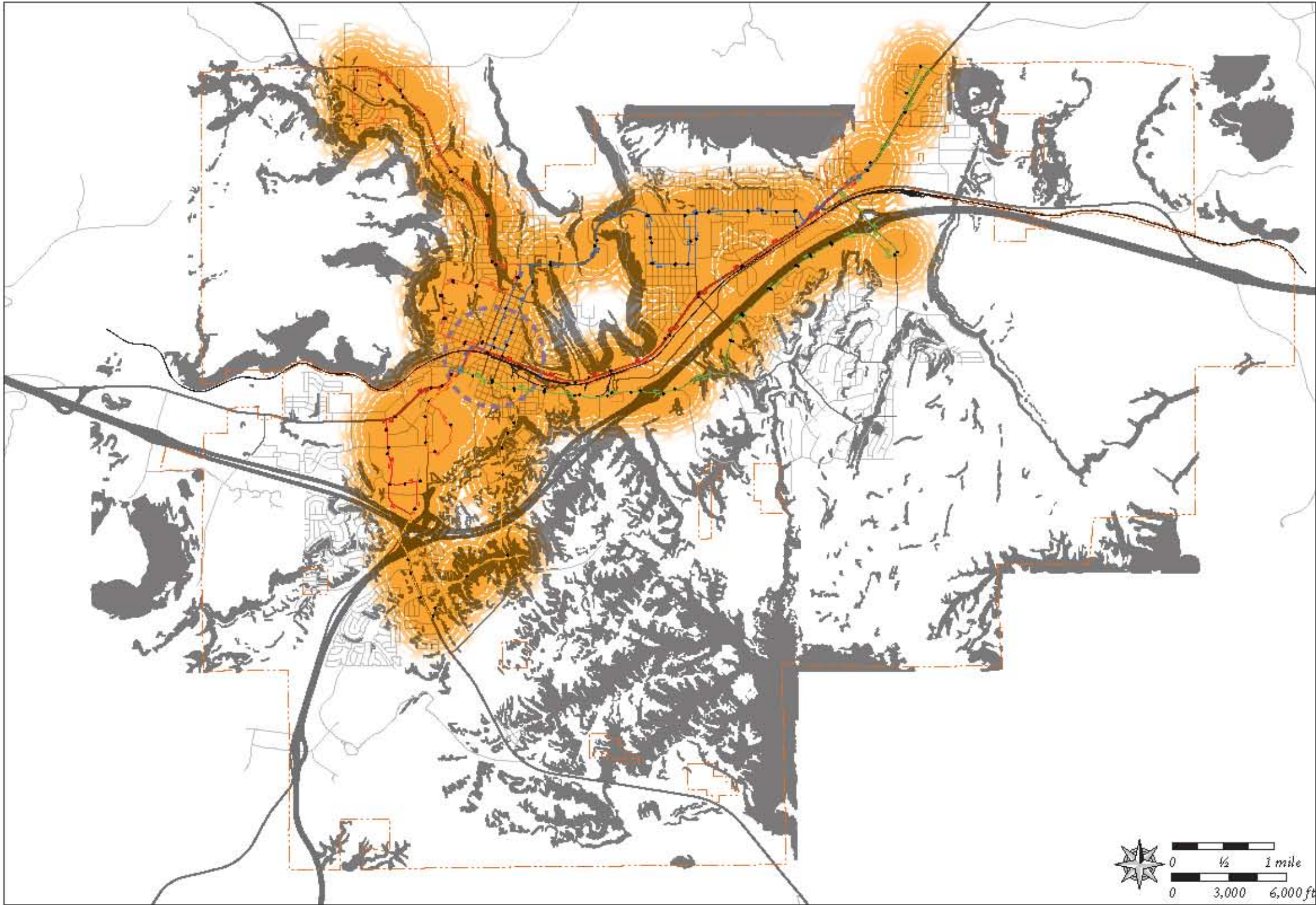


Diagram 9: Transit Corridors

Findings:

Flagstaff has a transit network which covers much of the developed area in the northern half of the city. Areas in the southern half of the city such as Country Club Estates do not have access to transit.

During peak commute times there is a 30-minute interval between buses; off-peak, most routes run on a 60-minute interval.

Key

Flagstaff City Limits	Route 2 Blue
Constrained Land	Route 3 Green
Walkable Transit Stops (Inner circle 1/4 mile, Outer circle 1/2 mile)	Route 4 Gold
Amtrak Station - 1/2 Mile Radius	Route 5 Orange
	Route 66 Red

Districts

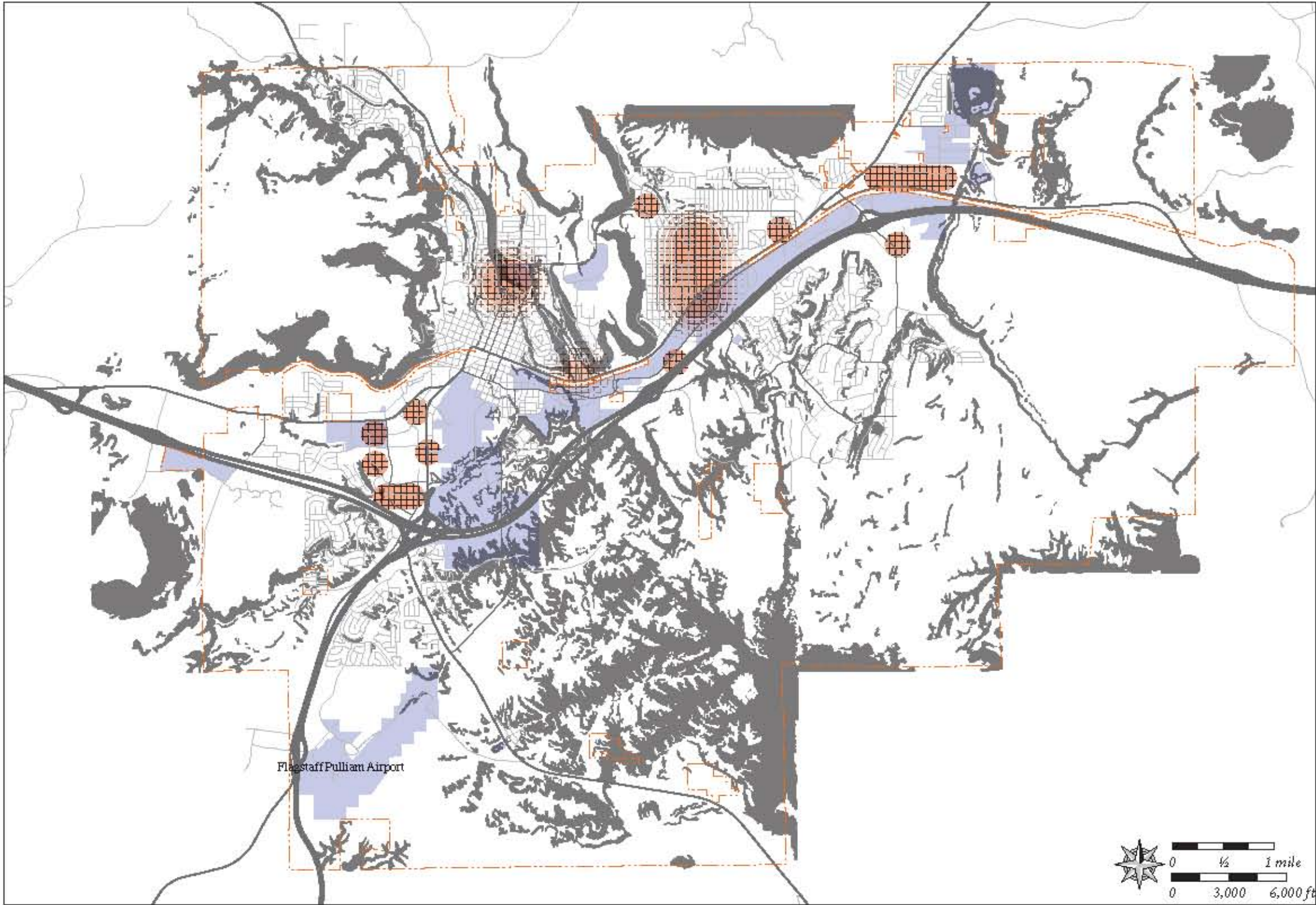


Diagram 10: Districts

Findings:

There are four primary single-use districts within the City of Flagstaff:

1. Industrial Park district to the northeast above the Santa Fe Railroad.
2. The Industrial/Commercial district between the Santa Fe Railroad and Interstate Highway 40.
3. Airport district to the southeast edge of the City.
4. Northern Arizona University.

Due to their importance to the economic health of the City, these districts should be preserved and potentially enhanced.

There are two types of auto-oriented commercial districts.

1. Centers that can be walked to.
2. Centers that cannot easily be walked to.

Key

- Flagstaff City Limits
- Constrained Land
- Special Districts
- Auto-Dependent Commercial Districts
- Auto-Dependent Commercial Districts possible to walk to

Potential Walkable Mixed-Use Centers

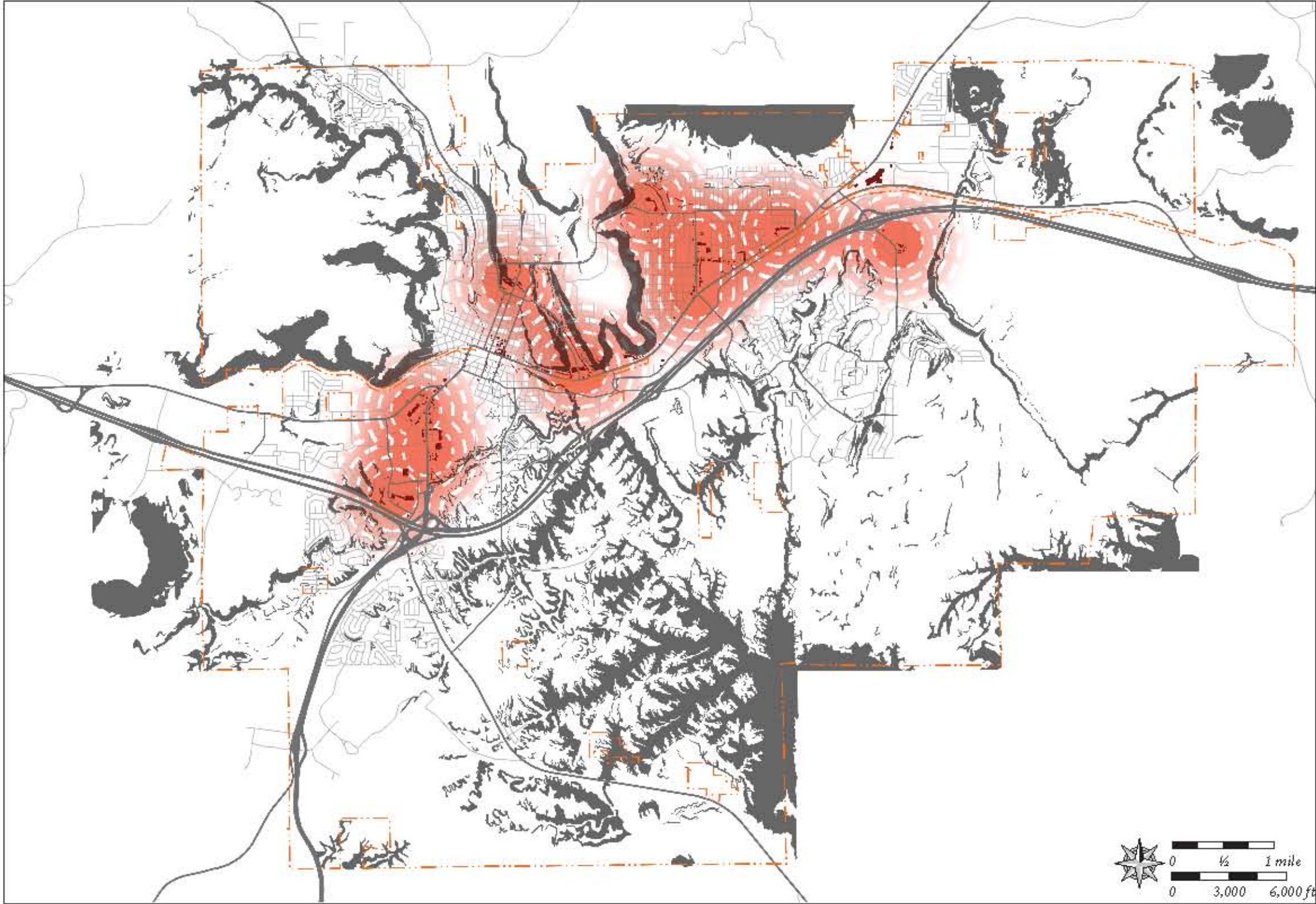


Diagram 11: Potential Walkable Mixed-Use Centers

Findings:

In order to continue to increase walkability, bikability, and use of transit, new mixed-use centers providing local commercial services in a main street format need to be integrated into existing neighborhoods of the City. There are several levels at which this can happen.

Step I-Short Term (Convert): Sites that were developed as auto-dependent strip malls have the potential to become walkable mixed-use centers at the hearts of neighborhoods.

Step II-Short Term (Evolve): Sites that were zoned for commercial or professional office regulations (typically found within historic neighborhoods) should be carefully considered in order to reinforce the neighborhoods, not compromise them.

Step III-Mid-Term (Transform): Opportunity sites in various locations within the City have the long-term goal of transformation from single-use districts to mixed-use areas providing commercial amenities within a 5-minute walk of most households. This would need to be done carefully in order to allow these areas to evolve without requiring immediate change that renders current uses non-conforming. Additional street connections and transitions into the adjacent areas would need to be studied as well.

Step IV- Long Term (Transform): Even after all of the above centers are integrated, there will still be residential areas within the City that will not be within comfortable walking distance of a mixed-use center or commercial amenities. These proposed areas would require major changes in land use, intensity of form, and street connectivity. Policy changes would need to be made in the Regional Land Use and Transportation Plan, neighbors would need to be engaged and careful consideration would need to be given during the planning and design of these areas. The necessary policy changes are not expected to happen anytime in the next 10-15 years unless gas prices continue to escalate.

Key

- Flagstaff City Limits
- Constrained Land
- Existing Commercial Development
- Walkable Mixed-Use
- (Inner circle ¼ mile, Outer circle ½ mile)